

CITY OF SEATTLE
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENVIRONMENTAL MANAGEMENT DIVISION

SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION NO. SMA 78-41

Application by Robert Slater (Lynden Transport) for building addition for repair shop at 7100 Second Avenue S.W., Seattle, WA.

REPORT AND RECOMMENDATION TO DIRECTOR, DEPARTMENT OF COMMUNITY DEVELOPMENT

1. SUMMARY OF PROPOSED ACTION:

This proposal is located immediately southeast of the First Avenue Bridge on the southern bank of the Duwamish Waterway. The property is developed with a barge loading facility at the northern part of the site, and a school bus servicing and parking facility at the southern part of the site. In October 1977, a Seattle Shoreline Substantial Development Permit was granted to the applicant (SMA 77-63) to construct paving and a storm drainage system on the site. This current application proposes to construct an addition (100' x 50' x 20') to an existing garage. The building addition will be used as a repair shop also.

2. EXISTING CONDITIONS:

a. Existing development.

The proposed site is in an area zoned for General Industrial (IG), at the northern part of one of the City's largest industrial areas, South Park. The site is beneath the 1st Avenue Bridge, but is readily accessible through ramp connections and West Marginal Way. The area is developed primarily with various types of manufacturing and wholesale businesses. Development across the Waterway to the north and east of the site is also industrial.

The subject site extends from the Duwamish River to 2nd Avenue, including the land beneath the bridge. At present, the southern portion of the site has three buildings, and is used for a school bus maintenance and servicing center. Accessory parking has also been authorized in the SMA 77-63 permit. About 200 buses are serviced on a regular basis.

The proposed site has a shoreline of about 900 lineal feet on the eastside, plus another 300 ft. on the south side. In June 1978, the applicant obtained authorization from the Seattle Building Department to repair the existing bulkhead. As the area has long been used for industrial purposes, there is minimal natural fauna and flora on site.

3. DEPARTMENTAL ANALYSIS:

The subject shoreline is located within an area designated for an Urban Development (UD) Environment, which is intended for commercial and industrial uses consistent with the Shoreline Management Act (Section 21A.27). The current use of the site for a barge loading facility at the northern part, and a school bus servicing facility

at the south are in conformance with this intent. Both existing uses on site are permitted (see Table 3 of the Shoreline Master Program). The proposed building addition to the existing garage for increased space of the repair shop would also be consistent with the SMP provision (Section 21A.74).

The requirement for public access was exempt in the SMA 77-63 permit, because of potential hazardous condition due to the frequent vehicular activities on site. This same situation would apply to the current proposal. The public access provision is, therefore, not required.

The proposed bulk of the building addition is consistent with Table 2 of the SMP. There would be minimal view blockage as the proposed building is only 20 ft. high, and the view corridor provision is met. With regard to proper disposal of oils, solvents and other chemicals which may be associated with the repair shop, the applicant would develop a drainage system with adequate catch basins, detention facilities and oil separators (see SMA 77-63 permit).

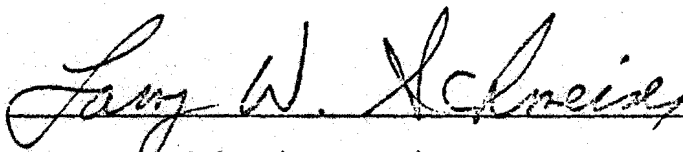
4. ENVIRONMENTAL FINDINGS:

SEE FOLLOWING DOCUMENT

In accordance with the State Environmental Policy Act, a Final Declaration of Non-Significance was filed for this proposal on July 7, 1978. The Municipality of Metropolitan Seattle commented that proper control of the "washoff" of the proposed facility should be implemented. We believe the drainage system provided in the SMA 77-63 permit would be adequate.

5. CONCLUSION AND RECOMMENDATION:

Based on the above analysis, we have determined that this proposal is in conformance with the Seattle Shoreline Master Program and pertinent zoning ordinance sections. We recommend GRANTING a Shoreline Substantial Development Permit for work described in the SMA 78-41 permit application and as shown on the attached plans.



Date August 9, 1978

Larry W. Schmeiser, Director
Environmental Management Division

LWS:HI:dz

→ IS THIS CONNECTED WITH CAMPBELL CONST.
CHARGES ON 10/1/78 ?

CITY OF SEATTLE
PERMIT FOR SHORELINE MANAGEMENT SUBSTANTIAL DEVELOPMENT
SHORELINE MANAGEMENT ACT OF 1971

NOTE - THIS PAGE FOR
LOCAL GOVERNMENT USE
ONLY

Application No. SMA 77-63

Date received October 5, 1977

Approved xxx Denied

Date March 28, 1978

Type of action (check if appropriate)

- ☒ Substantial Development Permit
☐ Conditional Use
☐ Variance

PURSUANT TO CHAPTER 90.58 RCW, A PERMIT IS HEREBY GRANTED TO

Owner: Lynden Transport

Address: 5701 W. Marginal Way S.W., Seattle, WA 98106

Applicant: Robert W. Slater & General Realty Inc.

Address: 1818 Westlake Avenue North, Seattle, WA 98109

TO UNDERTAKE THE FOLLOWING DEVELOPMENT To install asphalt paving per plan (about 6 acres), to install storm drainage system (be specific)

with catch basins and manholes, to install asphalt extruded curb at about elevation 7 along the northeasterly bank of the Duwamish River, and to construct an outfall (18" pipe) with 3 cu. yds. of rip-rap protection at 1:1 slope per plan. Subject site would be used for a school bus servicing and maintenance center with accessory parking. Principal use parking is not authorized by this permit within 200 feet of the water.

UPON THE FOLLOWING PROPERTY 7100 2nd Avenue S.W., Seattle,
(street address)

SEATTLE, KING COUNTY, WASHINGTON.

THE PROJECT WILL BE WITHIN SHORELINES OF STATEWIDE SIGNIFICANCE
(be/not be)

(RCW 90.58.030). THE PROJECT WILL BE LOCATED WITH IN Urban Development
(environment)

DESIGNATION. THE FOLLOWING MASTER PROGRAM PROVISIONS ARE APPLICABLE TO THIS

DEVELOPMENT. 21A.27, .38.c., .74, .86 and Table 3
(state the master program sections or page numbers)

DEVELOPMENT PURSUANT TO THIS PERMIT SHALL BE UNDERTAKEN PURSUANT TO THE FOLLOWING TERMS AND CONDITIONS:

NONE

This permit is granted pursuant to the Shoreline Management Act of 1971 and nothing in this permit shall excuse the applicant from compliance with any other federal, state, or local statutes, ordinances or regulations applicable to this project, but not inconsistent with the Shoreline Management Act (Chapter 90.58 RCW).

This permit may be rescinded pursuant to RCW 90.58.140(7) in the event the permittee fails to comply with the terms or conditions hereof.

CONSTRUCTION PURSUANT TO THIS PERMIT WILL NOT BEGIN OR IS NOT AUTHORIZED UNTIL THIRTY (30) DAYS FROM THE DATE OF FILING THE FINAL ORDER OF THE CITY OF SEATTLE WITH THE REGIONAL OFFICE OF THE DEPARTMENT OF ECOLOGY, OR UNTIL ALL REVIEW PROCEEDINGS INITIATED WITHIN THIRTY DAYS FROM THE DATE OF FILING HAVE BEEN TERMINATED.

Authorized by: David E. Frothingham Date March 28, 1978
Director, Department of Community Development

Issued by: David E. Frothingham
Superintendent of Buildings

THIS SECTION FOR DEPARTMENT OF ECOLOGY USE ONLY IN REGARD TO A SUBSTANTIAL DEVELOPMENT PERMIT WITH A CONDITIONAL USE OR VARIANCE.

Date received by Department of Ecology _____

Approved _____ Denied _____

THIS SUBSTANTIAL DEVELOPMENT PERMIT WITH CONDITIONAL USE/VARIANCE IS APPROVED BY THE DEPARTMENT OF ECOLOGY PURSUANT TO CHAPTER 90.58 RCW. DEVELOPMENT SHALL BE UNDERTAKEN PURSUANT TO THE FOLLOWING TERMS AND CONDITIONS:

(Date)

(Signature of authorized Department of Ecology Official)

CITY OF SEATTLE
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENVIRONMENTAL MANAGEMENT DIVISION

SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION NO. SMA 77-63

Application by Robert W. Slater for Lynden Transport, to install paving, storm drainage system and outfall for a school bus maintenance and servicing facility, at 7100 2nd Avenue S.W., Seattle, WA.

REPORT AND RECOMMENDATION TO DIRECTOR, DEPARTMENT OF COMMUNITY DEVELOPMENT

1. SUMMARY OF PROPOSED ACTION:

This proposal is located immediately southeast of the First Avenue Bridge on the western bank of the Duwamish Waterway. The entire site is over 6 acres, extending from the Duwamish Waterway to 2nd Avenue S.W., and includes the area beneath the bridge right-of-way which is leased from the State Highway Department. The applicant proposes to improve the entire site for a barge loading facility (now occupying the northeastern portion of the site), and a school bus maintenance and servicing facility. Specifically, this proposal includes:

1. Installation of asphalt paving on the entire site;
2. Installation of a storm drainage system with catch basins and manholes per plan;
3. Installation of an asphalt extruded curb at about elevation 7 along the northeasterly bank of the river for security purposes; and
4. Construction of an outfall (18" pipe) at the eastern shoreline, with 3 cubic yards of rip-rap protection at 1:1 slope per plan.

2. EXISTING CONDITIONS:

a. Existing development.

The proposed site is within an area zoned for General Industrial (IG), at the northern part of one of the City's largest industrial area, South Park. The site is beneath the 1st Avenue Bridge, but is readily accessible through ramp connections and West Marginal Way. The existing development of the area include various types of manufacutring and wholesaling industries. However, a small pocket of residences (less than 15 houses) still remain among this industrial setting. These residences are in delapidated condition. Development across the Waterway to the north and east of the site is also industrial.

The subject site extends from the waterfront to 2nd Avenue, including the land beneath the bridge. The land is relatively level, but is not paved. The northeastern corner (about 1 acre) has been used as a staging area for a barge loading facility

with a loading ramp on the shoreline. The southern portion of the site was occupied by a ready-mix concrete plant until about one year ago. At present, this southern portion of the site and the existing buildings are used for a school bus maintenance and servicing center, plus accessory parking. There are two garages (about 80' x 40' and 100' x 40'), one office building (about 65' x 30') and gas pumps on site. About 200 buses are serviced on a regular basis, with both major and minor repairs conducted within these buildings.

b. Natural setting.

The proposed site has a shoreline of about 900 lineal feet on the east side, plus another 300 feet on the south side because of a slough of the Duwamish. The waterfront has broken rip-rap in poor condition. As the area has long been used for industrial uses, there is minimal natural fauna and flora on site. The Duwamish system, however, is a part of a major migration route for anadromous fishes including chinook salmon and steelhead trout. The subject site, nevertheless, does not appear to be a critical feeding and resting area for waterfowl and shorebirds.

3. DEPARTMENTAL ANALYSIS:

The subject shoreline is located within an area designated for an Urban Development (UD) Environment, which is intended for commercial and industrial uses consistent with the Shoreline Management Act (Section 21A.27). The proposed uses of the subject site for a barge loading facility at the north and a school bus servicing and maintenance facility at the south are in general conformance with this intent. The former facility, being a water-dependent use, is permitted (see Table 3 of the SMP). The school bus servicing facility would provide regular fueling, repair and maintenance services. The types of work performed every 10 days include checking for damage, exhaust problems, upholstery vandalism, lights, etc. Every 30 days or 3,000 miles, the buses are lubed with oil and filter change. They also receive further preventative maintenance checks to ensure safety of passengers. All repair work would be performed within the existing garage buildings. As such, the proposed use is essentially a maintenance facility with accessory parking. The area within 200 ft. from the water would only be used for vehicular access and maneuvering, when the school buses are brought in for servicing. The proposed facility, therefore, does not conflict with the intent of the UD Environment designation for the area (see Table 3 and Section 21A.74).

The requirement for public access provisions would not be applicable to this proposal. Section 21A.38.c. specifies that public access shall not be required where unavoidable hazards to the public in gaining access exist, where inherent security requirements of the use cannot be satisfied, and where unavoidable interference with the use would occur. The proposed school bus servicing facility with its inherent vehicular activities on a daily basis would constitute inappropriate conditions for any public access or viewpoint development.

The proposed asphalt pavement would provide a definite improvement

to the existing site condition, reducing dust and noise. The proposed curb along the shoreline would be a safety feature for the vehicular activities on site. It would also prevent runoff from entering the Duwamish Waterway directly. The storm drainage system is designed to include catch basins, retention facilities and oil separators to minimize effects of effluents on the outfall water. The State Department of Game and Seattle/King County Department of Public Health have both indicated their concerns on the potential impact of the runoff on water quality of the Duwamish. However, both agencies concurred that the provision of retention facilities and oil interceptors would provide reasonably adequate control on this potential drainage problem. The proposed outfall would also meet the requirement of Section 21A.86 of the SMP. The City's Comprehensive Plan indicates the proposed area as most appropriate for industrial uses. This proposal would be consistent with this plan intent and existing zoning.

4. S.E.P.A.

In accordance with the State Environmental Policy Act, a Proposed Declaration of Non-Significance was filed for this proposal on December 8, 1977. One response was received from the State Department of Game on December 30, 1977, expressing the concern about preventing further water quality degradation to the Duwamish. However, the comments concluded that no significant detrimental impact is anticipated. A Final Declaration of Non-Significance was filed on January 6, 1978 (copy attached).

5. COMMUNITY CONCERN:

A letter of support was received from the Public Professional and Office-Clerical Employees and Drivers Local Union No. 763, dated March 7, 1978, urging the Department to approve the subject permit application. It was cited that the existing lot surface has created an undesirable, unsafe and unhealthy working environment. Our telephone contact with the State Highway Department also indicated that the proposal would result in an enhancement of the subject property.

6. CONCLUSION AND RECOMMENDATION:

Based on the above analysis, we have determined that this proposal is in conformance with the Seattle Shoreline Master Program and pertinent Zoning Ordinance. We recommend granting of a Shoreline Substantial Development Permit for work described in the SMA 77-63 permit application and as shown on the attached plans.



Date 28 March 1978

Robert F. Hintz, Director
Environmental Management Division

RFH:HI:dz

City of Seattle
Application for Shoreline Substantial Development Permit
Part I

RECEIVED
OCT 10 1977

Application No.

77-63

Community Development

- ☐ Conditional Use
☐ Variance
☐ P.U.D.

1. Date Received OCT. 5, 1977	2. Treasurer's Receipt No. 6280	3. Kroll Map No. 70E 71W	4. Zoning IG	5. Shoreline Environment UD	6. Action (date) Granted 3-28-78 Denied _____ Appealed _____
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7. Name and full mailing address of applicant:

Robert W. Slater (Agent for Lynden Transport)
c/o General Realty Inc.

1515 Westlake Ave. N., Seattle, WA, 98107

8. Telephone: 622-1516

9. Relationship of applicant to property

Owner _____ Lessee _____ Contract Purchaser _____

Other (explain): Part owned by Lynden Transport, Part leased from Wash State Dept of Hwy (R/W)

10. Name of owner (if other than applicant)

Address Lynden Transport
5701 W Marginal Way S.W.
Seattle WA, 98146

11. General location of proposed project by street address (confirm property address from Building Department prior to publishing and posting notice).

7100 2nd Ave S.W.
Seattle, WA, 98146

12. Legal description of property

see drawing (24" x 36")

13. Name of adjacent water area or wetlands

Duwamish Waterway

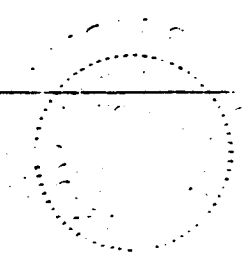
14. Describe current use of the property and existing improvements.

Accessory Parking (Associated Buses)

15. Describe proposed development or construction and proposed use of property.

Paving + Storm drainage System

Accessory Parking



16. Attach project diagrams which show the location and character of the proposed development (see checklist and sample drawings).

17. List other permits for which you have applied or will apply (include name of agency, date of application, No. of application, disposition):

Department of Army; Permits for Activities in Waterways; 7/27/77
City of Seattle; Building Permit (to be filled out at some future date)

18. Dates of publication:

Local paper PI

Daily Journal of Commerce 10/11, 77

Dates 10/11/77 and 10/17/77

19. Indicate the total cost or fair market value of the development and/or construction, whichever is greater: \$ 400,000.

Form to be notarized.

STATE OF WASHINGTON)

) ss.

COUNTY OF KING)

Robert W. Slater

, being first duly sworn, on oath deposes and says:

That I am the above named applicant for a permit to construct a substantial development pursuant to the Shoreline Management Act of 1971 and Article 21A of Ordinance No. 86300, and hereby state that the foregoing statements, answers, and information are, in all respects, true and correct to the best of my knowledge and belief.

Robert W. Slater

Signature

Subscribed and sworn to before me this 7 day of October, 1977

(NOTARY SEAL)

Tamuel Shepard

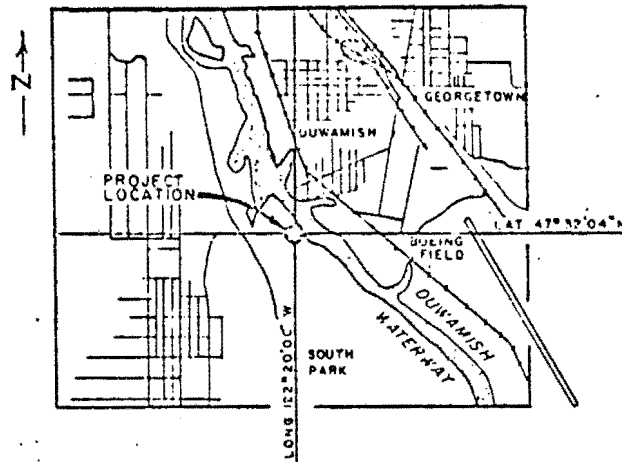
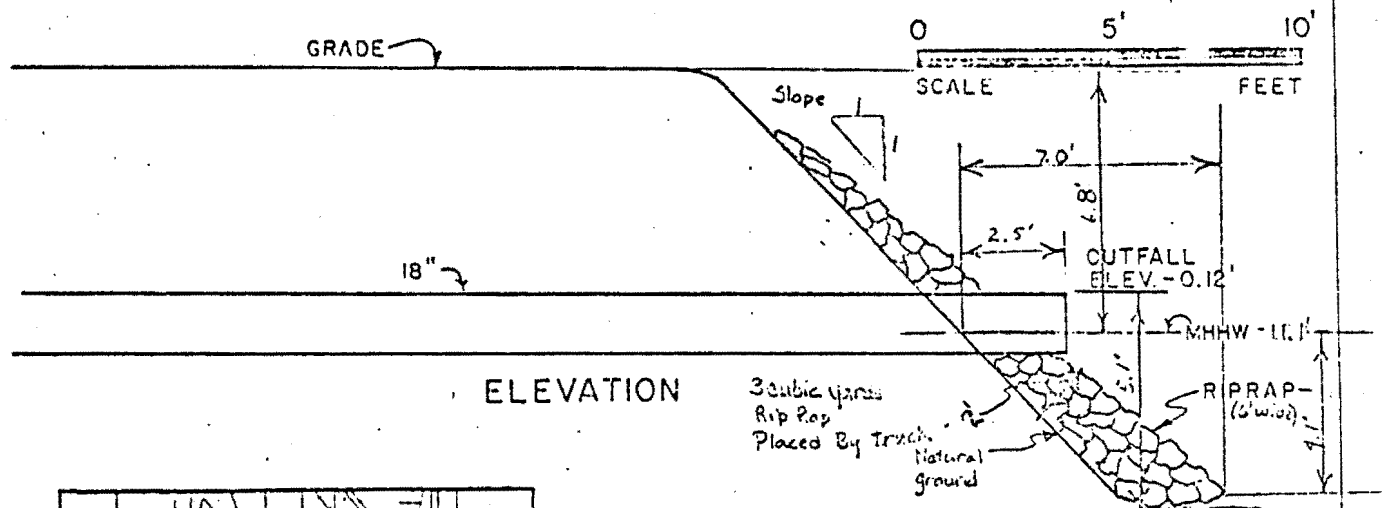
Notary Public in and for the State of Washington, residing at

Richland, WA 98033

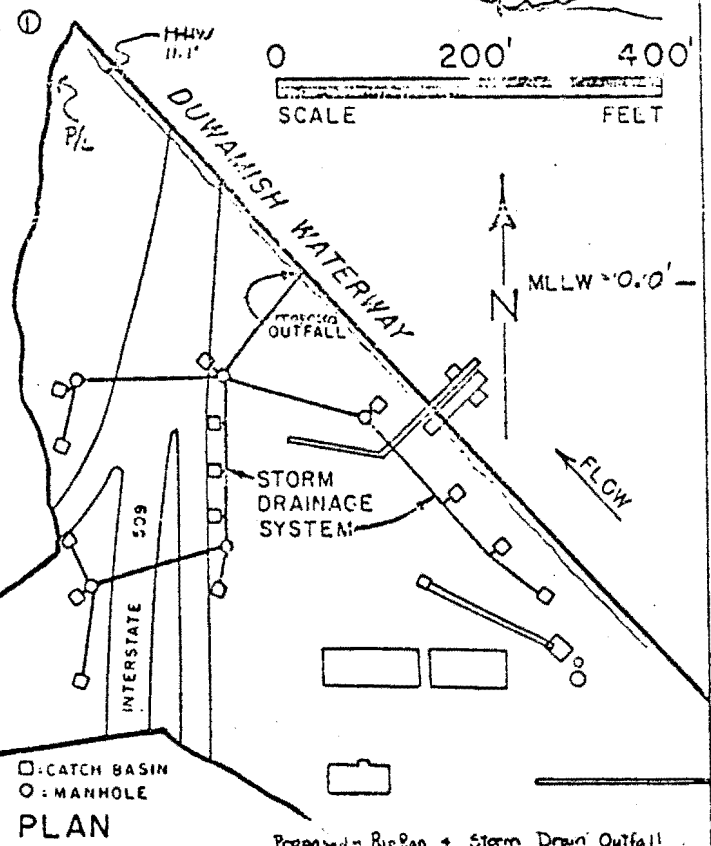
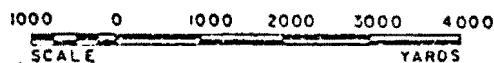
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OCT 10 1977

Community Development



FROM - SEATTLE NAVIGATION CHART
VICINITY MAP



no Federal Pierhead line Established

PURPOSE: Private Surface Drainage

DATUM: MLLW = 0.0'

ADJACENT PROPERTY OWNERS:

① CITY OF SEATTLE.

② JAMES M. AND ALICE H. HAMMONS

③ GEORGE L. RONARI AND ALFRED M. WACHECO

□ CATCH BASIN
○ MANHOLE
PLAN

Proposed - Rip Rap + Storm Drain Outfall
IN DUWAMISH WATERWAY
AT SEATTLE

COUNTY OF KING

STATE WA

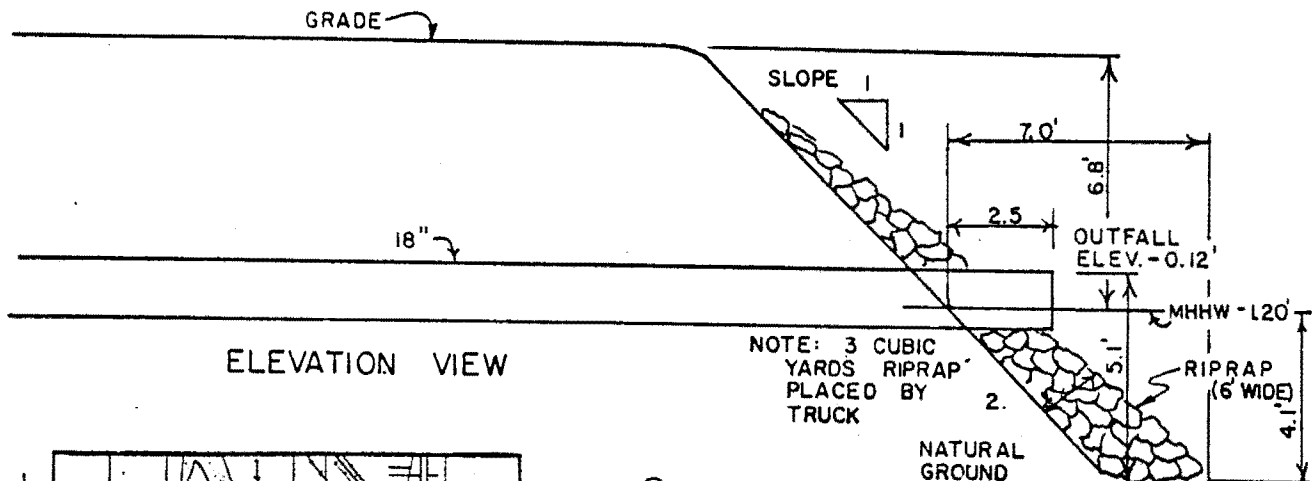
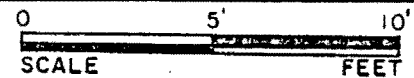
APPLICATION BY ROBERT W. SLATER

SHEET 1 OF 1 DATE 9-19-77

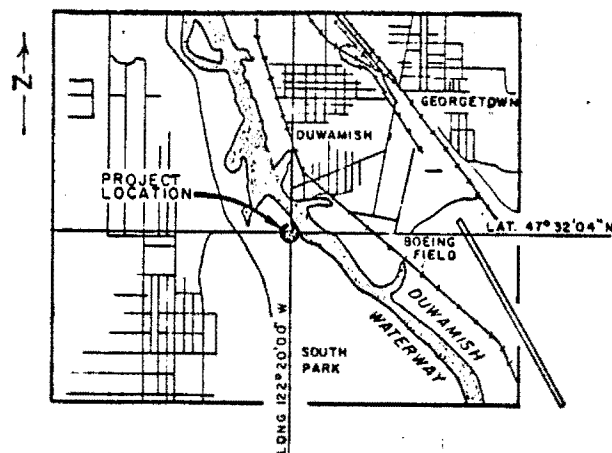
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OCT 10 1977

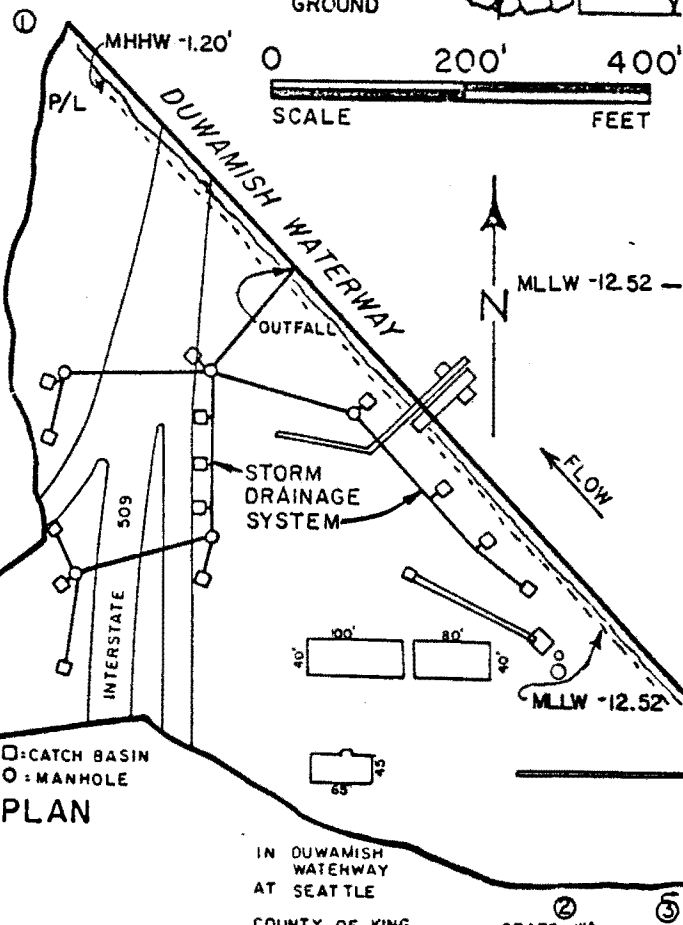
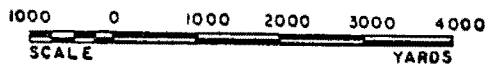
Community Development



ELEVATION VIEW



FROM - SEATTLE NAVIGATION CHART
VICINITY MAP



PLAN

PURPOSE: STORM DRAINAGE & PAVING
(PRIVATE USE)

DATUM: CITY OF SEATTLE

ADJACENT PROPERTY OWNERS:

① CITY OF SEATTLE.

② JAMES M. AND ALICE H. HAMMONS

③ GEORGE L. RONARI AND ALFRED M. PACHECO

IN DUWAMISH
WATERWAY
AT SEATTLE

COUNTY OF KING

STATE WA

APPLICATION BY ROBERT W. SLATER

SHEET 1 OF 1 DATE 9-19-77

AFFIDAVIT OF PUBLICATION

STATE OF WASHINGTON, }
COUNTY OF KING } ss.

..... Mary Katica being first duly sworn on oath deposes and says: I am and at all times herein mentioned have been the Credit Secretary of the Seattle Post-Intelligencer. The Seattle Post-Intelligencer is, and for more than six months prior to the first date of publication hereinafter referred to, it has been a legal newspaper continually published daily in the English language in Seattle, King County, Washington, and now is and at all said times has been a newspaper of general circulation in said city, county and state. It is and at all of said times it was printed in whole or in part in an office maintained at the place of publication in the city aforesaid.

The annexed is a true copy of a notice which was published in regular and entire issues of the Seattle Post-Intelligencer (and not in a supplement thereof) two times, to-wit, once each day for a period of two ~~consecutive~~ days commencing on the 11th day of October , 1977 , and ending on the 18th day of October 1977 , both dates inclusive. The said newspaper was regularly published and distributed to its subscribers during all of the said period.

..... Mary Katica
Subscribed and sworn before me this 28th
day of October 1977
..... R. H. Ghad
Notary Public in and for the State of Washington, Residing at Seattle, Wash.

Form #52

Seattle Post-Intelligencer
Oct. 18, 1977 D11
S

752—Legal Notices

NOTICE OF APPLICATION FOR SHORELINE MANAGEMENT SUBSTANTIAL DEVELOPMENT PERMIT

NOTICE IS HEREBY GIVEN THAT Robert W. Slater (Agent for Lynden Transport) who is owner of part and lessee of part of property described below has filed an application for a substantial development permit (SMA No. 77-43) for the construction or development of paving and storm water drainage located at 7100 2nd Ave. S.W. in the City of Seattle, King County, Washington. Said development is proposed to be within Duwamish waterway and/or its associated wetlands.

Additional information, legal description, etc., may be obtained by contacting the Department of Community Development, 203 Arctic Building, 306 Cherry Street, Seattle, Washington 98104 (Phone: 625-4533). Any person desiring to express his views or to be notified of the action taken on this application should notify the Department of Community Development in writing of his interest within thirty days of the last date of publication of this notice. Publication dates of this notice are October 11 and October 17, 1977. Written comments must be received by 30 days after last date of publication.

4967-M

Affidavit of Publication

Shoreline Development Application

Notice of Application for
Shoreline Management
Substantial Development
Permit

Notice is hereby given that Robert W. Slater (Agent for Lynnden Transport) who is Owner of Part and Lessee of Part of the property described below has filed an application for a substantial development permit (SMA #77-63) for the construction or development of Paving and Storm Water Drainage located at 7100 2nd Ave. S. W. in the City of Seattle, King County, Washington. Said Development is proposed to be within Duwamish Waterway and/or its associated wetlands.

Additional information, legal description, etc., may be obtained by contacting the Department of Community Development, 203 Arctic Building, 306 Cherry Street, Seattle, Washington 98104 (Phone: 625-4533). Any person desiring to express his views or to be notified of the action taken on this application should notify the Department of Community Development in writing of his interest within thirty days of the last date of publication of this notice. Publication date of this notice is October 11, 1977. Written comments must be received by November 17, 1977. (4967-M)

STATE OF WASHINGTON KING COUNTY—SS.

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

Notice of Shoreline Permit

was published on October 11, 1977

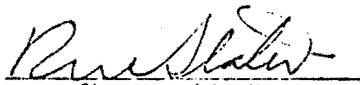
Subscribed and sworn to before me on
October 11, 1977

Notary Public for the State of Washington,
residing in Seattle.

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. 27 / 9 / 77 Day Mo. Yr.	3. For official use only.
4. Name and address of applicant. Robert W. Slater c/o General Realty, Inc. 1815 Westlake Ave. N. Seattle, WA 98104		RECEIVED OCT 10 1977 Community Development
Telephone number 622-1516		Social Security No. 517-10-4556
5. Name, address, and title of applicant's authorized agent for permit application coordination. Harstad Associates, Inc. P.O. Box 9760 1319 Dexter Ave. N. Seattle WA 98104 Attn: Dale A. LeMaster, P.E. Telephone Number 255-1712		
6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance. Construction of Storm Drainage System 5.97 CFS. Storm Water Flow. based on a 5 year Frequency		
7. Proposed use. Private <input checked="" type="checkbox"/> Public <input type="checkbox"/> Commercial <input type="checkbox"/> Other <input type="checkbox"/> (Explain in remarks)		
8. Name and addresses of adjoining property owners whose property also adjoins the waterway. ① City of Seattle. ② James M. Hammons & Alice M. Hammons - 9240 18 th Ave. S. Seattle, WA. ③ George L. Bonari & Alfred M. Pacheco - 320 N.W. 41 st E Seattle, WA., 98107		
9. Location where proposed activity exists or will occur. E 1/2 30 Sec. 42 1/2 - 24 Twp. 24 N Rge. 4 E (Where applicable) WA. King County Seattle. State County In City or Town Near City or Town		
10. Name of waterway at location of the activity. Duwamish River		

11. Date activity is proposed to commence. _____ Date activity is expected to be completed. _____				
12. Is any portion of the activity for which authorization is sought now complete? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.				
13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.				
Issuing Agency <i>City of Seattle</i>	Type Approval <i>Building Permit</i>	Identification No.	Date of Application	Date of Approval
14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> (If "Yes" explain in remarks)				
15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).				
16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.				
 Signature of Applicant				
<p>18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than five years, or both.</p> <p>The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.</p> <p>If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of \$100 for quantities exceeding 2500 cubic yards and \$10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.</p>				

FINAL
(Proposed/Final)

DECLARATION OF

NON-SIGNIFICANCE
(Significance/Non-significance)

Proponent Robert Slater, General Realty, Inc. (Agent for Lynden Transport) SMA 77-63

Location of Proposal 7100 2nd Ave. S.W., Seattle, WA 98106

Lead Agency Seattle Department of Community Development

Title and Description of Proposal

Application of Robert Slater (Agent for Lynden Transport) for a Seattle Shoreline Substantial Development Permit (SMA 77-63) for paving and installation of a storm drainage system and outfall at 7100 2nd Ave. S.W.

This proposal is located immediately southeast of the First Ave. Bridge on the southern bank of the Duwamish Waterway. The entire property is about 5 acres, approximately half of which is leased from the State Highways Dept. The property is now developed with a barge loading facility at the northern part of the site, and a school bus servicing and parking facility at the southern part of the site. The area is now graded with gravel. There are also 2 garages, 1 office building and gas pumps on site. The applicant proposes to (1) pave the southern part of the site (about 4 acres) occupied by the school bus maintenance and parking facility, (2) install a storm drainage system with catch basins and manholes, and (3) install an outfall at the eastern shoreline per plan.

The applicant also indicated that 204 buses would be parked at the proposed site. These buses would be checked for tire damage, exhaust problems, upholstery vandalism, lights, etc. every 10 days. They would also be serviced with oil and filter change, and necessary fueling on a regular basis. The buses in good working condition would leave the site and return every school day.

This Declaration of Non-Significance addresses to the environmental impacts of the proposal pursuant to the State Environmental Policy Act. It does not review its merits in terms of the Seattle Shoreline Master Program, which would be evaluated in a separate departmental report. This proposal would result in compaction, disruption and overcovering of the soil because of the asphalt paving, backfill around the catch basins, and construction of the storm sewer outfall. Minor change on the contour of the site may also occur. During construction,

☒ XXX This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required (SEE BACK) under RCW 31.21C.030(2)(c).

☐ This proposal has been determined to have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

This determination was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department.

The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency determinations pursuant to SEPA. This document is not a permit, nor does it constitute a decision or recommendation to grant or deny a permit.

Responsible Official ROBERT F. HINTZ

Position/Title Director, Environmental Management Division, Dept. of Community Development

Date Jan 6, 1978

Signature

Robert F. Hintz

RFH:HI:dz

Revised: 12 July 1976

increase in air emission and noise level would also take place on a temporary basis. Because of the proposed paving, there would be an increase in runoff, but it would be routed to the storm drainage system, to be discharged into the Duwamish River. The applicant would provide an asphalt curb along the river bank to stop water from entering water directly, and oil/water separators would also be installed to minimize effects of effluents on the water quality. In terms of traffic and parking, the proposal would generate an additional 204 buses on site. However, in view of the industrial setting of the area, and its proximity to the major arterials, no significant detrimental impact is anticipated.

Our telephone contact with the State Highways Dept. indicated that the agency is well aware of this proposal. A copy of this DNS is sent for referral.

A Proposed Declaration of Non-Significance was filed for this proposal on December 8, 1977. One response was received from the State Department of Game on December 30, expressing the concern about preventing further water quality degradation to the Duwamish River. However, the comments also indicated that the proposed catch basins, retention facilities and oil separators would help to reduce this potential adverse impact on water quality. No significant detrimental impact is, therefore, anticipated.

PROPOSED
(Proposed/Final)

DECLARATION OF

NON-SIGNIFICANCE
(Significance/Non-significance)

Proponent Robert Slater, General Realty, Inc. (Agent for Lynden Transport) SMA 77-63

Location of Proposal 7100 2nd Ave. S.W., Seattle, WA 98106

Lead Agency Seattle Department of Community Development

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This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required (SEE BACK) under RCW 31.21C.030(2)(c).



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Responsible Official ROBERT F. HINTZ

Position/Title Director, Environmental Management Division, Dept. of Community

Date 3 Dec. 1977 Signature Robert F. Hintz Development

I. BACKGROUND

RECEIVED

OCT 10 1977

Community Development

1. Name of Proponent:

Robert W. Slater

2. Address and Phone Number of Proponent:

c/o. General Realty, Inc. (Agent for Lynden Transport)
1815 Westlake Ave N.
Seattle, WA, 98109
Phone - 622-1516

3. Date Checklist Submitted:

Oct. 5 1977

4. Agency Requiring Checklist:

Seattle Building Dept.

5. Name of Proposal, if applicable:

6. Nature and Brief Description of the Proposal (including but not limited to its size, general design elements, and other factors that will give an accurate understanding of its scope and nature):

Paving of approximately ⁴⁰~~30~~ acres and a storm drainage system designed for a discharge of around 5.97 cfs storm water flow based on a 5 year frequency. To install a storm sewer outfall with 3 cubic yard rip rap per plan.

7. Location of Proposal (describe the physical setting of the proposal, as well as the extent of the land area affected by any environmental impacts, including any other information needed to give an accurate understanding of the environmental setting of the proposal):

Well graded surface ground with patches of coarse gravel.
This location is currently being used as an accessory parking area for associated Buses.
Formerly the site was a concrete batch plant.

8. Estimated Date of Completion of the Proposal:

around 30 days after approval of application

9. List of all Permits, Licenses, or Government Approvals Required for the Proposal (federal, state, and local--including rezones):

Army Corps. of. Engineers - Permit for Activity in Waterway
City of Seattle - building Permit (for paving)
Side sewer permit for drainage work. Hs

10. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain:

yes - site may be extended to allow for more parking

11. Do you know of any plans by others which may affect the property covered by your proposal? If yes, explain:

no

12. Attach any other application form that has been completed regarding the proposal; if none has been completed, but is expected to be filed at some future date, describe the nature of such application form:

Dept. of Army - Permit for Activity in Waterway (attached)
City of Seattle - Building Permit (to be filled out at some future date)

No specific plan has been made regarding the parking stalls at this time. However, the general area proposed for paving and parking is marked on the plot plan.

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required.)

- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|---|------------|-----------------------|-----------|
| (1) <u>Earth</u> . Will the proposal result in: | | | |
| (a) Unstable earth conditions or in changes in geologic substructures? | _____ | _____ | <u>X</u> |
| (b) Disruptions, displacements, compaction, or overcovering of the soil? | <u>X</u> | _____ | _____ |
| (c) Change in topography or ground surface relief features? | _____ | <u>X</u>
<i>Hr</i> | <u>X</u> |
| (d) The destruction, covering, or modification of any unique geologic or physical features? | _____ | _____ | <u>X</u> |
| (e) Any increase in wind or water erosion of soils, either on or off the site? | _____ | _____ | <u>X</u> |
| (f) Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | _____ | _____ | <u>X</u> |

Explanation: 1b) compaction for Asphalt Paving. Backfill would also be placed around catch basins before pipe connection is made. The installation of drainage system and outfall would also cause minor disruption, compaction and overcovering of soil. However, no significant detrimental impact is anticipated.

1c) Proposed paving may result in minor change on contour of the site. Outfall and rip rap construction may change slope (slope 1:1 proposed), but no adverse impact is anticipated.

- (2) Air. Will the proposal result in:

- | | | | |
|--|-------|-----------------------|----------|
| (a) Air emissions or deterioration of ambient air quality? | _____ | <u>X</u>
<i>Hr</i> | <u>2</u> |
| (b) The creation of objectionable odors? | _____ | _____ | <u>X</u> |

- (i) Reduction in the amount of water otherwise available for public water supplies?

_____ X _____

Explanation: 3 b/f) There will be a decrease in absorption rate due to paving surface water runoff will be routed to The proposed storm drainage system and discharged into The Duwamish Waterway. An asphalt extended curb at Elev. 7 is proposed along the bank of the River (see plan) to prevent runoff. enter the waterway directly, and for security purposes. Catch basins and manholes wans. also be installed per refinement of the City Engineering Dept. The proposed design includes oil/water separators to minimize adverse effects of the storm drainage on the water quality.

- (4) Flora. Will the proposal result in:

- (a) Change in the diversity of species, or numbers of any species of flora (including trees, shrubs, grass, crops, micro-flora and aquatic plants)?

_____ X _____

- (b) Reduction of the numbers of any unique, rare or endangered species of flora?

_____ X _____

- (c) Introduction of new species of flora into an area, or in a barrier to the normal replenishment of existing species?

_____ X _____

- (d) Reduction in acreage of any agricultural crop?

_____ X _____

Explanation:

The proposed site is in an industrial setting with no unusual flora on site.

- (5) Fauna. Will the proposal result in:

- (a) Changes in the diversity of species, or numbers of any species of fauna (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, or micro-fauna)?

_____ X _____
H✓

- (b) Reduction of the numbers of any unique, rare or endangered species of fauna?

_____ X _____

- (c) Introduction of new species of fauna into an area, or result in a barrier to the migration or movement of fauna?

_____ X _____

Yes

Maybe

No

(d) Deterioration of existing wildlife habitat?

_____ X _____

Explanation:

5a) The subject site is in an industrial setting with no unusual fauna on site. The construction of the outfall may have minor effect on the Union fauna.

(6) Noise: Will the proposal increase existing noise levels?

_____ X DD
HV

Explanation:

During construction phase, there may be an increased noise level.

(7) Light and Glare. Will the proposal produce new light or glare?

_____ X _____

Explanation:

(8) Land Use. Will the proposal result in the alteration of the present or planned land use of an area?

_____ X _____

Explanation:

This permit proposal, if approved, would allow a bus servicing/parking facility on the subject site. The proposed site would also be paved and improved, as proposed. This would not change the land use pattern of the area.

(9) Natural Resources. Will the proposal result in:

(a) Increase in the rate of use of any natural resources?

_____ X _____

(b) Depletion of any nonrenewable natural resource?

_____ X _____

Explanation:

(10) Risk of Upset. Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to

oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

_____ X

Explanation:

- (11) Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

_____ ✓

Explanation:

- (12) Housing. Will the proposal affect existing housing, or create demand for additional housing?

_____ X

Explanation:

- (13) Transportation/Circulation. Will the proposal result in:

(a) Generation of additional vehicular movement?

X Q _____
H✓

(b) Effects on existing parking facilities, or demand for new parking?

X Q _____
H✓

(c) Impact upon existing transportation systems?

_____ X

(d) Alterations to present patterns of circulation or movement of people and/or goods?

_____ X

(e) Alterations to waterborne, rail, or air traffic?

_____ X

(f) Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

_____ X

Explanation:

- 13 a) This proposal would increase traffic if the area - additional 204 buses generated. In view of proximity to the materials, the traffic pattern would not be adversely affected.
- 13 b) This proposal would increase parking on site (204 buses). There would also be an increase in parking demand for the bus drives. However, on-street parking is available in the vicinity. In view of the industrial setting of the area, no significant adverse impact is anticipated.
- (14) Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:
- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| (a) Fire protection? | _____ | _____ | <u>X</u> |
| (b) Police protection? | _____ | _____ | <u>X</u> |
| (c) Schools? | _____ | _____ | <u>X</u> |
| (d) Parks or other recreational facilities? | _____ | _____ | <u>X</u> |
| (e) Maintenance of public facilities, including roads? | _____ | _____ | <u>X</u> |
| (f) Other governmental services? | _____ | _____ | <u>X</u> |

Explanation:

- (15) Energy. Will the proposal result in:

- | | | | |
|--|-------|-------|----------|
| (a) Use of substantial amounts of fuel or energy? | _____ | _____ | <u>X</u> |
| (b) Demand upon existing sources or energy, or require the development of new sources of energy? | _____ | _____ | <u>X</u> |

Explanation:

- a) The school buses would consume ^{almost} the same amount of fuel and other necessary resources, if they are serviced and parked at another site in the city. If it is located at an outskirt site, it would probably require more fuel and other resources.

- (16) Utilities. Will the proposal result in a need for new systems, or alterations to the following utilities:

- | | | | |
|-----------------------------|-------|-------|----------|
| (a) Power or natural gas? | _____ | _____ | <u>X</u> |
| (b) Communications systems? | _____ | _____ | <u>X</u> |
| (c) Water? | _____ | _____ | <u>X</u> |

(d) Sewer or septic tanks?

Yes	Maybe	No
_____	_____	<u>✓</u>

(e) Storm water drainage?

<u>✓</u>	_____	_____
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(f) Solid waste and disposal?

_____	_____	<u>✓</u>
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Explanation:

(16) in proposal - storm water drainage system.
The existing sanitary sewer system would not be affected.

(17) Human Health. Will the proposal result in the creation of any health hazard or potential health hazard (excluding mental health)?

_____	_____	<u>✓</u>
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Explanation:

(18) Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

_____	_____	<u>✓</u>
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Explanation:

(19) Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

_____	_____	<u>✓</u>
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Explanation:

(20) Archeological/Historical. Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?

_____	_____	<u>✓</u>
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Explanation:

III. I, the undersigned, state that to the best of my knowledge the above information is true and complete. It is understood that the lead agency may withdraw any declaration of non-significance that it might issue in reliance upon this checklist should there be any willful misrepresentation or willful lack of full disclosure on my part.

Proponent: *ProSeater*

Date: 10/4/77

REVIEWED BY HERMIA IP, DCD.